(6) Institution of National Award for voluntary organisations/individuals for outstanding work in the field of road safety.

(7) Organising All India Essay Competition on road safety for school children with a view to create awareness.

(8) Tightening of fitness norms for transport vehicles.

(9) Widening/improvement of roads. etc.

Participation of private sector in highway project

1671. SHRI B.J. PANDA:
MISS MABEL REBELLO:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government are aware of the report capitoned "Larger private role in highway projects" which appeared in the 'Economy' dated the 27th December, 2002;

(b) if so, the kind of participation of private sector in the construction projects;

(c) the plan to increase annuity/BOT projects in Phase-II of the National Highway Development Project (NHDP);

(d) the conributions of the private sector in Phase-I; and

(e) the projects that would be executed in Orissa with private participation?

THE MINISTER OF STATE OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS [MAJ. GEN. (RETD.) B.C. KHANDURI]: (a) The captioned report was published in "Business Standard" dated 27.12.2002.

(b) Private sector participation in the construction project is in the form of Built, Operate and Transfer (BOT)—Toll Based/Annuity Based and Special Purpose Vehicles.

(c) Based on the feasibility studies of the Phase-II of National Highways Development Project (NHDP), projects to be taken up on annuity/ BOT basis will be decided.

(d) The details of projects taken up with private sector participation in Phase-I of National Highway Development Programme (NHDP) are as below.

Method	Cost of the Project (Rs. in Crore)
BOT (Toll Based)	3314
BOT (Annuity Basis)	2354
Special Purpose Vehicles (SPVs)	1199

(e) No project with private sector participation has been planned for the State of Orissa under NHDP.

Compensation for acquiring land for roads

†1672. SHRI BALKAVI BAIRAGI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is justified to provide compensation for the land acquired in the National interest for construction of National Highways, on the basis of local registry;

(b) whether it is also a fact that the land of the farmers is acquired with their consent;

(c) if not, the justification for paying compensation as per the local registry; and

(d) the norms laid down by Govermnt for providing reasonable compnsation to the farmers for their land acquired in national interest?

THE MINISTER OF STATE OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS [MAJ. GEN. (RETD.) B.C. KHANDURI]: (a) to (d) The land for National Highways is acquired as per provisions of either the National Highways Act, 1956 (as amended in 1997) or the Land Acquisition Act, 1894. The compensation for the land to be acquired for the development of National Highways is decided by the Competent Authority based on the market rates and other relevant factors, like damage

†Original notice of the question was received in Hindi.